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[Whole No. 372.

CONGRESSIONAL DOCUMENTS.

REORGANIZATION OF THE NAVY DEPARTMENT.

Mr. Wise, from the Committee on Naval affairs, made the following

REPORT:

The Committee on Naval Affairs, to whom was referred the subject of reorganizing the Navy Department of the United States, report :

That they have had the same under consideration, and propose a bill in conformity with the general recommendations of the Secretary of the navy, as contained in his report to the President of the United States to the committee on naval affairs.

The prevailing reasons for this reorganization are contained in a report of the secretary of the navy, (Mr. Paulding,) made to the 1st session of the 26th Congress, in compliance with a resolution of the House of Representatives, passed the 19th of February, 1839, and in the late report of the present secretary of the navy, accompanying the message of the President of the United States to this session of Congress; to both which reports the committee refer. They beg leave, also, to refer to the papers hereto annexed, marked A, B, and C, as explanatory of the bill now proposed.

The only question left for the committee to examine, after considering these reports and papers, was the question of the expense of this reorganization. On this point they have fully satisfied themselves, and hope to satisfy the House that the additional expense will be so small, if any at all, as to form no objection to the plan.

In the first place, the heads of bureaux, as they are taken from the officers of the navy, whose pay is already fixed by law, and as there is no increase of their pay proposed, are left out of the calculation of additional expense, as the pay of the three commissioners of the navy is not included in the calculation of expense as now organized.

At present, the clerical force of the navy department, besides the commissioners, is as stated in paper C.

The number of clerks is 17—their pay is \$19,935. In lieu of this force and this amount of compensation, the bill now submitted proposes :

For the office of the Secretary of the Navy.

10 clerks, pay. \$10,300

5 clerks for bureau of Yards and Docks,	6,200
3 clerks for bureau of Construction and Repairs,	3,200
4 clerks for bureau of Equipment, &c.	4,200
3 clerks for bureau of Ordnance,	3,000
3 clerks for bureau of Hydrography,	3,000
2 clerks for bureau of Medicine, &c.	2,000

Total number of clerks—30, \$31,900
Present number of clerks—17, 19,935

Increase of clerks—13, \$11,965

Thus it appears that the increase of the number of officers and clerks amounts to only thirteen, and that the increase of pay amounts to the sum only of \$11,965; and this, upon a calculation made without reference to that provision of the bill which allows the secretary of the navy, with their consent to employ officers of the navy, under the grade of lieutenants, as clerks, for a compensation not much exceeding their pay already allowed them as officers in the service. This provision is recommended, for the obvious reasons that it may afford young officers useful employment, whilst they are not on naval duty—that they may become acquainted with the duties of the civil department of their branch of service—that they may qualify themselves to become heads of bureaux in their turn of promotion—and that the expense of the civil department of the navy may be reduced even far below what it now is, by employing the young officers, with their consent, as clerks, with salaries less than competent citizens could be employed for, and not much more than the regular pay of these officers, even whilst waiting orders.

Thus, then, it is hoped that a more responsible and efficient organization can be given to the navy department with less expense even than the present, which has been found, by experience, to be both inefficient and irresponsible; and, in any event, whether young officers be or be not employed as clerks, the increase as shown, cannot exceed, with the salaries proposed, the sum of \$11,965 per annum. This sum, compared with what will be gained and saved by the additional force by order and systematic arrangement of duties, by responsibility in the department, by the additional checks upon officers, by additional guards upon public accounts and other interests, by despatch of business, and by division of labor, will be found too small to be worthy of a moment's consideration by a Government with

the resources of ours, and with interest and objects of care daily multiplying and increasing in magnitude.

Nothing material has been done for the improvement of the organization of the navy department since the act of February 7, 1815; whilst the war department has been, since then, vastly increased and improved.

During the administration of Mr. Monroe, the organization of the department was wholly changed by Mr. Calhoun, the Secretary of War, upon the general principle of bureaux, as now proposed for the navy department; and experience has fully proved its wisdom and economy. Since then, the war department has been well said "to work itself." We all know that such cannot be said of the present organization of the navy department. Congress has been long sensible that it requires a total change, as seen by its resolutions calling for reorganization; and it is believed all the heads of the navy department, for the last twenty years, who have ever expressed any opinions at all, have concurred with those of secretaries Paulding and Upshur, who unite generally, in the same views of a plan of reorganization.

A comparison with the scale of expense adopted for the war department will exhibit how very moderate the committee's proposition now is for the increase of the force and expense of the navy department.

Besides a vast number of military officers which the war department has employed in civil service, upon army pay, at the city of Washington—such as the general officers, those in the Adjutant General's office, in the Inspector General's department, in the Quartermaster Gen.'s office, in the Subsistence bureau, in the Purchasing bureau, in the Medical bureau, in the Pay department, in the Engineer's bureau, in the Topographical bureau, and in the Ordnance bureau—that department has, in its various civil offices, the following clerical force, to wit :

Office of the Secretary of War.

	No. of clerks.	Salaries.
Clerks	8	\$11,000
Bounty land office	2	2,600
Indian bureau	13	18,400
Pension office	12	15,100
Commanding General's office	1	1,000
Adjutant General's office	6	7,650
Quartermaster Gen.'s office	6	6,800
Purchasing bureau	3	3,500
Subsistence bureau	4	4,800
Clothing bureau	1	1,000
Pay department	5	6,400
Medical bureau	2	2,150
Engineer bureau	5	5,150
Topographical bureau	4	3,900
Ordnance bureau	8	8,150
Total clerks, &c.	81	pay 97,600

Exclusive of bounty land office, Indian bureau, and Pension office - 27 pay \$36,100

Clerks - 54 pay \$61,500
Proposed number of clerks for the navy department 30 pay \$31,900

Difference still between the war and navy departments 24 pay \$29,600

Such was still the deficiency of force and expenditure in the navy department, as compared with the war, notwithstanding that the navy actually requires nearly as much civil force and expenditure, having nearly as many duties to perform, for a service nearly as large, and dispersed over the entire globe, and with the strongest necessity existing for its vast increase, either for peace or war.

With these views, they report a bill, for proper details of which they have sought the best information, generally approved, and now recommended.

NAVY DEPARTMENT, *January 8, 1842.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday, covering a resolution of the committee on naval affairs of the House of Representatives, and informing me that it is the "pleasure of the committee to receive from me such plans or projets of laws as I may deem necessary and proper for the improvement of the naval service and the reorganization of the navy department." I avail myself of the intimation thus given, to offer, very respectfully the following suggestions:

The first object to be attained is the compilation of a new code of laws and regulations. For this purpose I propose to organize a board, consisting of two officers from each of the following grades: captains, commanders, lieutenants, pursers, and surgeons. I respectfully submit the projet of a law, which appears to me to be all that is required upon this point. The additional compensation to the members, over and above their pay as officers, is not contemplated to exceed their necessary daily expenses.

I also submit the project of a law for the reorganization of this department. It will be perceived that the proposed plan is somewhat more expensive than the present one; but this is unavoidable. There is not labor enough now in the department to perform its various duties in a proper manner. The increase of the navy itself; the increase of our population; new discoveries in the arts connected with navigation and naval warfare; these, and other things which will at once occur to you, are daily adding to the business of the department. The correspondence with Congress itself requires the whole time of a good clerk. Under these circumstances it is to be expected that additional labor will be called for. No

considerable nation in the world manages its naval department with as little aid as I now ask for.

I propose the appointment of a judge advocate general. The judicial labor now imposed upon the department, in the examination of voluminous records, together with the labor of preparing charges and specifications is very great and oppressive. Besides, it does not follow, as a matter of course, that the Secretary of the navy is competent to these duties. They are strictly professional, and ought to be performed by a professional man. The head of the department is entitled to be relieved on this point.

Great advantage would be derived from this arrangement in another respect. All courts martial should be held in the city of Washington, under the eye of the Secretary, except in any special and particular cases. Thus a uniformity of decision would be had, and something like a regular system would be established. The abuses which now prevail, and which have brought the whole system into disrepute and odium would be at once corrected.

The arrangement would be attended with no additional expense whatever. A salary of twelve or fifteen hundred dollars per annum would ensure the services of a competent officer, among the practising lawyers of the District; and you will perceive from the enclosed document, marked B, that the annual charge for judges advocate, for the last ten years, has been \$1,482.

This charge will increase from year to year, with the increase of the navy, and in consequence of the want of that very uniformity of decision which the proposed arrangement is calculated to ensure. I attach much importance to this measure.

I respectfully but earnestly request that those subjects may be acted on as soon as possible, without reference to any ulterior measure. I shall have the honor to submit other matters to the consideration of the committee from time to time.

With very great respect,
A. P. UPSHUR.

Hon. H. A. WISE.

P. S. The draughts which I offer are intended merely as sketches, to be put into better form by the committee.

REMOVAL.

JOHN SMITH FRASER has removed from No. 168 Pearl street, to No. 122 Broadway, directly opposite the City Hotel, at which place he intends to keep on hand a supply of Military trimmings and equipments. He will sell as cheap, if not cheaper than any one else in the trade; and to the officers of the Army, Navy, and Marine Corps, he would respectfully state, that he is now ready to fill any order they may be pleased to send, either for the full dress, or undress, of their respective corps and grades.

Embroideries done in gold or silver, equal in every respect to the French or English.

Dec—23—2m

SURVEY OF THE COAST.

Report of the Secretary of the Treasury, in reply to the resolution of the House of Representatives of 24th June, 1841, respecting the expenditure, &c., for the survey of the coast of the United States.

TREASURY DEPARTMENT, Jan. 25, 1842.

SIR: I have the honor to make the following report, in obedience to the resolution of the House of Representatives of the 24th June last, directing "the Secretary of the Treasury" to "communicate to this House at the commencement of the next session of Congress, a statement of the progress which shall then have been made in the survey of the coast of the United States, including the number, location, and length of the several base lines measured for the triangulations, the stations occupied therefor, the observations made for, and the corrections applied to the same; the astronomical observations made for the determination of the latitude or longitude; the work done by each corps employed in the service, and a descriptive list of the charts published, if any."

"Also the amount of money expended on the survey of the coast, from time to time, since its commencement, showing what sums have been appropriated for the purchase of instruments and books; the names of all persons employed upon the survey, distinguishing such as may have been of the army or navy, together with their salaries or other compensation, and by whom appointed to the service; exhibiting as well the direct appropriations for the survey of the coast as the indirect expenditure upon it, by reason of the employment therein of public vessels and officers."

"Also, the probable length of time and amount of money required to complete the survey of the coast, in the mode heretofore pursued, with suggestions of any other mode of surveying the same, which shall have for its object the acquisition of the greatest amount of useful information in the shortest time, and at the least expense."

As the report from the superintendent, submitted by the Department to the House of Representatives on the 30th ultimo, and contained in printed document No. 28 of the present session, gives, probably, as satisfactory information as is in the power of the Department to furnish, in answer to so much of the resolution as relates to the progress and extent of the work already completed, and other details therein called for, I beg leave respectfully to refer the House to the report before mentioned for an answer to these portions of the resolution.

In addition, I take occasion to remark, in reference "to the probable length of time re-

quired to complete the survey," that nothing definite can be given in answer to this inquiry; but perhaps some approximation to the period of time may be reached by comparing the relative extent of the coast yet to be surveyed with that already executed, and the time occupied in the completion of the latter. In instituting the comparison, however, due allowances must be made for many unavoidable delays incident to the commencement and proper organization for such a work, such as procuring instruments and other necessary equipments needed for its successful prosecution. It will be proper, also, in forming a judgment of the time required to complete the work, to bear in mind that many of the results already obtained can be used in subsequent operations; and due consideration, at the same time, should be given to the fact that important practical knowledge and experience have been gained by the principal assistants of the superintendent, and others immediately connected with the survey. These, together with the means already obtained, and the complete organization now existing throughout its various branches, would, all combined, no doubt, tend greatly to accelerate the completion of the remaining portion of the work.

A similar comparison of that portion of the work already finished, and the cost of executing the same, with that still to be performed, might, it is believed, furnish a tolerably correct idea of the "probable amount of money required to complete the survey of the coast," provided the same means and facilities be extended to the future operations of the work as have been heretofore and are at present afforded for its prosecution. An augmentation of these means and facilities would doubtless expedite its completion, and probably diminish the expense.

As, however, for the foregoing reasons, the Department could furnish nothing more than conjectural answers to these inquiries, it is deemed most respectful and advisable to refrain from the expression of an opinion based upon such uncertain data, and dependent upon contingencies of the nature referred to.

In regard to the "suggestion of any other mode of surveying the same, which shall have for its object the acquisition of the greatest amount of useful information in the shortest time, and at the least expense," I would remark that this department is not possessed of the requisite information to enable it to make any satisfactory suggestion on this subject, involving as it does both a theoretic and practical knowledge of a branch of the sciences foreign from its appropriate duties, and to which its attention has not been specially

given. But, as stated in the report of the superintendent, before referred to, it would appear that this survey is conducted on the same scientific principles, with the benefit of modern improvements, as similar works undertaken by most of the governments of Europe. It would seem that no new mode, embracing the same scientific principles and accuracy of results, has, if discovered, been yet adopted by those governments.

The accompanying statement No. 1, prepared by the Register of the Treasury, exhibits "the amount of money expended on the survey of the coast, from time to time, since its commencement, showing what sums have been appropriated for the purchase of instruments and books, the names of all persons employed upon the survey, distinguishing such as may have been of the army or navy, together with their salaries or other compensation, and by whom appointed to the service."

It is to be observed that the compensations of the superintendent, and assistants, and others employed in the work, have been fixed by the President for the time being. The pay from the coast survey appropriation of some of the officers of the navy, as also of the lower grade of persons employed in the field operations, ceases during the winter months.

The communication herewith sent, numbered 2, furnished by the Navy Department, is designed to answer that branch of the resolution calling for "the indirect expenditure upon it, [the survey,] by reason of the employment therein of the public vessels and officers."

On this head it is deemed proper to remark that, as the laws providing for the survey of the coast authorize the President to employ "such of the public vessels in actual service as he may judge expedient," and "all persons in the land and naval service, and such astronomers and other persons as he shall deem proper," it becomes questionable whether these expenditures ought properly to be considered, to their full extent, as chargeable to the coast survey. These vessels, with their officers and men, would, if not employed in this special duty, have still remained a charge on the service to which they belonged. Their transfer to the survey would doubtless increase the expense in some degree, but it is respectfully suggested whether this entire charge can be fairly thrown upon the expenditures of the work under consideration.

All which is respectfully submitted.

W. FORWARD,
Secretary of the Treasury.
Hon. JOHN WHITE,
Speaker of the House of Representatives.

No. 1.

Statement of money expended, out of the direct appropriations by Congress, and accounted for by settlement in the office of the First Auditor of the Treasury, for the survey of the coast of the United States, from its commencement, in 1808, to 1818; in 1832 and 1833, and from 1836 to June 30, 1841; showing what sums have been paid for the purchase and repair of instruments, and for books; the names of all persons employed upon the survey, designating such as have been of the army and navy, together with their salaries or compensation, and by whom appointed.

Periods.	Expenditures for the purchase of books and instruments and repair of instruments.	Aggregate amount of expenditures.
	1808	\$715 75
From July 27 to Nov. 1, 1811	-	1,105 62
From Nov. 1, 1811 to July, 1,	1818 17,531 64 1832 136 75 1833 3,844 84 1836 6,076 35 1837 785 25 1838 1,540 14 1839 738 21 1840 460 91	54,869 21 3,824 16 16,485 91 39,704 95 90,702 62 86,120 69 87,023 62 67,857 97
First and second quarters of 1841	147 98	34,031 94
Expenditures by the hydrographic parties from April 22, 1835, to May 17,	1841 1,745 23	30,289 24
Total,	33,723 05	512,731 68

W. B. Whiting	1	do	Do	do
Lt. Chandler	1	do	Do	do
J. K. Mitchell	1	do	Do	do
Lt. G. S. Blake	627	per ann.	Sup. with approval of Pres.	
D. D. Porter	1	per day	Sup. with app. of Sec. of Treas.	
Lt. Todd	1	do	Do	do
S. C. Rowan	1	do	Do	do
Lt. G. M. Bache	1	do	Do	do
Surgeon S. Sharpe	1	do	Do	do
H. C. Flagg	1	do	Do	do
C. W. Chauncey	1	do	Do	do
J. I. Boyle	1	do	Do	do
H. S. Stelwagen	1	do	Do	do
D. F. Dulaney	1	do	Sec. of Treas.	
Mid. Lowry	1	do	Do	do
Mid. Sands	1	do	Do	do
Mid. Ring	1	do	Do	do
W. H. Swift, disbursing officer,	2.50	pr. com		

No. 2.

NAVY DEPARTMENT, Dec. 30, 1841.

SIR: Agreeably to the request contained in the letter of your predecessor, the Hon. Thomas Ewing, of the 30th July last, I have the honor to transmit, in answer to the resolution of the House of Representatives of the 24th June, 1841, (so far as the inquiries therein relate to this Department,) a list of the officers of the navy who have been employed on the survey of the coast of the United States; and, also, to state that the sum indirectly expended upon the coast survey, by the employment of a part of the naval force therein, from the month of September, 1834, to November, 1841, amounts to one hundred and fourteen thousand five hundred and eighty-four dollars, viz:

The difference between the leave of absence pay of the officers employed and their pay at sea,	\$25,725
Amount of officers' rations,	9,222
Pay of the crews of the vessels employed,	54,379
Rations of the crews,	25,258
Total,	\$114,584

I am, &c., sir, your obedient servant,
A. P. UPSHUR.

Hon. WALTER FORWARD,
Secretary of the Treasury.

List of officers who have been employed on the coast survey, from September, 1834, to November, 1841.

Com'der T. R. Gedney, Lt. D. D. Porter, (as pd.)
Lt. J. T. McLaughlin, midshipman,) (as passed mid.) Lt. F. Clinton,
Lt. Francis Huger, do Lt. S. Sterrett,
Lt. B. W. Hunter, do Lt. Richard Bache, do
Lt. A. S. Worth, do Lt. S. C. Rowan,
Lt. T. A. Jenkins, do Lt. R. Wainwright, do
Lt. W. J. H. Robertson, do Lt. G. M. Bache,
Lt. J. Humphreys, (as mid. Lt. C. P. Patterson, do
Lt. J. Rodgers, (as pd. mid. Surg. M. G. Delaney, do
Lt. G. M. Totten, (as mid. Lt. C. W. Chauncey, do
Lt. J. L. Ring, (as pd. mid. Lt. J. I. Boyle,
Lt. Levin Handy, do Lt. D. F. Dulaney,
Lt. Albert Griffith do Lt. J. K. Mitchell,

Names of persons employed on the survey.	Salaries or compensation.	By whom appointed.
F. R. Hassler	\$6,000 per ann.*	President U. S.
James Ferguson	4,000 do	Sup. with approval of Pres.
E. Blunt	4,000 do	Do do
C. M. Eakin	3,000 do	Do do
C. Renard	3,000 do	Do do
W. M. Boyce	2,000 do	Do do
J. J. S. Hassler	2,000 do	Do do
John Farley	2,000 do	Do do
F. H. Gerdes	1,500 do	Do do
H. L. Dickens	1,500 do	Do do
T. W. Werner	1,500 do	Do do
S. Hin	1,000 and board	Superintendent.
L. Muller	800 per ann.	Do
W. Werdeman	800 and board	Do
C. Flint	50 pr. mo. & board	Do
T. McDonnell	600 pr. ann. & board	Do
W. Jacobi	2 50 pr day	Do
T. A. M. Craven	750 per ann.	Sup. with approval of Pres.
T. J. Page	500 do	Do do
T. A. Jenkins	500 do	Do do
T. R. Gedney	627 do	Do do
R. Bache	1 per day	Sup. with app. of Sec. of Treas.
A. A. Holcomb	1 do	Do do
Mid. Crawford d'd	1 do	Do do
Lt. W. S. Young	1 do	Do do
Mid. Patterson	1 do	Do do
Lt. J. B. Dale	1 do	Do do
Mid. E. Jenkins	1 do	Do do
Lt. C. W. Morris	1 do	Do do

* \$3,000 for compensation, and \$3,000 for expenses.

Lt. B. F. Sands, do	Lt. Wm. Chandler,
Lt. A. A. Holcomb, do	Lt. E. G. Parrott, do
Lt. R. W. Meade, do	Pd. Mid. H. H. Lewis,
Lt. Wm. A. Bill, do	Mid. T. H. Stevens,
Lt. Stephen Johnston, do	Mid. H. Oaks,
Lt. J. Mooney, (as pd mid. Mid. W. E. Newton,	
Lt. H. S. Stelwagen, do	Pd. Mid. John J. Allyn,
Lt. Henry Moore, do	Pd. Mid. and Lt. W. B.
Pd. Mid. W. A. Bartlett, do	Whiting,
Surgeon S. Sharp, do	Pd. Mid. John F. Mercer,
Lt. Com'g G. S. Blake, do	Pd. Mid. and Lt. W. S.
Pd. Mid. J. P. McKinstry, do	Young,
Lt. & Pd. Mid. O. Tod, do	Pd. Mid. O. H. Perry,
Lt. & Pd. Mid. B. J. Moel, do	Pd. Mid. W. C. Lambert,
Pd. Mid. T. A. Budd, do	Pd. Mid. C. C. Barton,
Pd. Mid. T. A. M. Graven, do	Pd. Mid. L. Stoddard,
Pd. Mid. Z. Holland, do	Pd. Mid. Francis Lowry,
Pd. Mid. W. Blecker, do	Pd. Mid. John Hall,
Mid. Wm. Craney, do	Pd. Mid. T. M. Brasher,
Mid. A. McLane, do	Pd. Mid. & Lt. J. B. Dale,
Pd. Mid. H. J. Paul, do	Pd. Mid. D. R. Crawford,
Lt. & Pd. Mid. H. C. Flagg, do	Pd. Mid. & Lt. E. Jenkins,
Lt. & Pd. Mid. C. W. Morris, do	Pd. Mid. S. D. Lavallette,
	Pd. Mid. J. N. Barney.

Congress.

SENATE, WEDNESDAY, FEB. 23.

HARBOR DEFENCE.

Mr. MANGUM, from the Committee on Naval Affairs, reported a bill authorizing the construction of a war steamer for harbor defence.

The bill was then read. It authorizes the Secretary of the Navy to enter into a contract with R. L. STEVENS for the construction of the vessel, which is to be shot and shell proof, and built principally of iron, the whole cast, including the hull, boilers, engines, armament, etc., and in all respects completed for service, not to exceed the average cost of the war steamer Missouri, or the Mississippi; and \$250,000 is appropriated to carry the law into effect.

The bill was then read a second time, and ordered to be engrossed for a third reading; and it was at a subsequent part of the day read a third time and passed.

HOUSE OF REPRESENTATIVES, FEB. 18, 1842.

M. J. C. CLARK, on leave given, reported from the Committee on Naval Affairs the following bill:

A BILL establishing additional ranks in the Navy of the United States, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be established in the navy of the United States the ranks of admiral, vice admiral, and rear admiral: Provided, That there shall not be appointed more than two officers of the first rank, three of the second rank, and three of the third rank.

Sec. 2. *And be it further enacted, That the annual pay of the officers to be appointed by the President, by and with the advice and consent of the Senate, to fill said ranks shall be as follows:*

The admiral, at all times when on service, five thousand dollars; when on leave of absence or waiting orders, four thousand dollars.

The vice admiral, at all times when on service, four thousand five hundred dollars; when on leave of absence or waiting orders, three thousand five hundred dollars.

The rear admiral, at all times when on service, four thousand two hundred and fifty dollars; when on leave of absence or waiting orders, three thousand five hundred dollars.

Sec. 3. *And be it further enacted, That after the passage of this act, no pay shall be allowed to the senior captain as such; but that all the captains in the Navy (except captains who may command squadrons) shall receive the same pay as established by the act of March 3, 1835, and that such squadron captains shall receive the pay allowed by said act.*

Sec. 4. *And be it further enacted, That said admirals shall rank and command in the order named in the first section of this act, and shall be appointed from the next inferior grade, viz. from the captains of the navy of the United States.*

The bill having been read twice by its title, Mr. CLARK moved that it be referred to the Committee of the Whole on the state of the Union, and that it be printed.

Mr. WARREN called for the reading of the bill; which having been read—

Mr. W. moved that it be laid on the table.

Mr. J. C. CLARK asked the yeas and nays on that motion; which were ordered.

Mr. MALLORY said that as the House was about to act thus hastily on a subject which, although it had not been considered here, had received very great attention in the Committee on Naval Affairs, he would call for the reading of the report.

Mr. WARREN was understood to submit that the question was not debatable.

Mr. MALLORY was not debating it, he said. He was merely calling for the reading of the report.

The SPEAKER said that the gentleman had a right to call for the reading of the report.

And the Clerk proceeded to read it, and had made some progress therein—

When Mr. WARREN (making a remark not heard by the Reporter) withdrew the motion to lay the bill on the table.

And Mr. MALLORY withdrew the motion for the reading of the report.

And then the bill and report were referred to the Committee of the Whole on the state of the Union, and ordered to be printed.

Mr. MALLORY, on leave, from the Committee on Naval Affairs, reported a bill to regulate the pay of the clerks of the Boston, New York, and Gosport navy yards; which was read twice, referred to the Committee of the Whole on the state of the Union, and ordered to be printed.

The Speaker laid before the House the following communication:

NAVY DEPARTMENT, FEBRUARY 17, 1842.

SIR: I have the honor to state, in reply to the resolution of the House of Representatives of the 14th instant, that the cost of the steamships Mississippi and Missouri, as ascertained to the 31st December, 1841, is as follows, viz.

Mississippi—for labor,	\$129,844 27
materials,	175,020 90
engines,	167,553 84
boilers	81,901 31
	—————\$519,032 57
Missouri—for labor,	\$138,387 20
materials,	172,445 39
engines,	132,667 05
boilers	75,532 93
	—————\$553,850 32

Other expenditures have since been made, presumed to be comparatively small, but the accounts have not yet been returned to the department.

I am, with great respect, sir, your obedient servant,

A. P. UPSHUR.

Hon. JOHN WHITE,

Speaker of the House of Representatives.

[By a supplemental report, it appears that the cost of the two vessels has been transposed. The reader will, of course, make the necessary correction.]

MONDAY, FEB. 21.

On the motion of Mr. TOLAND,

Resolved, that the Secretary of War be directed to inform this House if any arrangement has been made relative to the title of Pea Patch Island, in the river Delaware, and that he communicate copies of any correspondence or agreement in relation to the same since the 1st of June last; and that he inform this House whether any further appropriation be required during the present session for the construction of Fort Delaware.

On motion of Mr. CHARLES BROWN,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of having the navy yard at Philadelphia so enlarged and filled up as to be made efficient for the continued building, equipping, and repairing of steam vessels of war; also, the expediency of making an appropriation for a dry dock at said yard.

Mr. WILLIAMS, of Maryland, submitted the following:

Whereas the Susquehanna Tide Water Canal, which terminates at Havre de Grace, at the head of the Chesapeake bay, is the great outlet to the Pennsylvania works of internal improvement, and for vast quantities of produce of Pennsylvania and New York, which are transported by means of those works to tide-water at Havre de Grace, for deposit or transhipment: therefore

Resolved, That the Committee on Military Affairs be instructed to inquire and report as to the expediency of authorizing suitable provision to be made for the defence of Havre de Grace against a sudden assault by a foreign enemy.

On leave given Mr. BURNELL offered the following resolution, which was adopted:

Resolved, That the Secretary of the Navy be directed to report to this House a statement of the vessels built by the United States since the year 1826, and when and where they were built, the general character of said vessels, especially as to their models, and the sources from whence those models were received; whether or not said vessels were built upon the models originally furnished; if not so built, by whose suggestion and by what authority said models were altered; what was the cost of each of said vessels; what has been the cost per ton of building at each navy yard where said vessels were built; if there are any differences of expense in building at different navy yards, to what cause are these differences to be attributed; what vessels have been repaired by the United States during the aforesaid period, when were they repaired, and where; what was the original cost of each of said vessels; what was the cost of repairing each of them; what vessels have been sold, and wherefore and for what; what is the difference between the cost per ton of a ship of war of Great Britain equipped for service and one of the United States; if the cost of a ship of Great Britain is less than one of the United States, what is the reason of such difference.

On motion of Mr. MALLORY, the bill from the Senate "authorizing the construction of a war steamer for harbor defence," was put on its first and second reading.

And Mr. M. moved its reference to the Committee of the Whole on the state of the Union; first explaining that the Committee on Naval Affairs had already considered this subject, and had authorized him to report a similar bill to this.

After a brief conversation, the bill was referred to the Committee of the Whole on the state of the Union.

WASHINGTON CITY,

SATURDAY, MARCH 5, 1842.

RELIC OF ANTIQUITY.—A friend of ours, in overhauling some old papers a few days since, came across a letter written nearly twenty years ago, by Mr. RUSH, then our Minister at London. As it relates to a circumstance that has probably been forgotten in this country, if indeed it was ever published at all, and as it may still possess interest for those readers who are curious in such matters, we have been favored with a copy for publication.

LONDON, September 16, 1823.

DEAR SIR:—I went not long since to see the old ship that was dug up out of the sands near the river Rother in this country a year or two ago.

An attention to all the local circumstances and incidents connected with the discovery of this vessel, seems to have resulted in a conviction among the learned, that she could not have got to the bed where she was found within at least the last six hundred years, and there seems much to strengthen the conjecture that she was one of a Danish fleet that entered the Rother in Alfred's time, in 893.

She appears to have been about 40 to 50 tons burden, and has not only her timbers all left, but the principal part of her planking. The timber has become almost black, and is very hard.

I could not help regarding this old ship as perhaps the most curious remnant of other days, that I have seen in England.

A few things struck me which I will mention.

1. She is built with the round stern, so much in vogue here at present.

2. Her timbers on which the deck rests, are laid down, not with the flat, but the narrow surface uppermost, (as you place them in building a house,) by which they are full three times as broad as they are deep, having also the usual curve. This, although it would leave less room between decks, must give great strength.

3. The cutwater. This is said by those better informed than I am, to be very curious. Instead of the planks being fastened to the cutwater, (the usual way as I was told,) they are all made to meet round an interior upright piece of timber, to which they are fastened, and then the cutwater is put on over the whole, by which all pressure upon the cutwater serves but to keep the planks the tighter together. The mode of fitting at that day being for vessels to run bows-on at each other, (as among the ancients,) the cutwater thus put on may have been better calculated to give and withstand the shock.

4. The rudder is about twice the breadth that would be given to a vessel of the same size at present, thereby making her turn her helm the quicker, but liable probably to other objections.

I have not leisure at this moment to write more about this old ship, even if I were competent. I understand that she has been carefully examined under the direction of the admiralty, and that whilst thought defective in many points as compared with the art at present, is pronounced to be not behind it, but rather before it, in some of the essential requisites of strength. Her proportions, too, are said to be in general conformity with the true rules of the art, and even capable of supplying hints not without their use to modern art.

I remain, my dear sir, your faithful friend and old schoolmate,

RICHARD RUSH.

S. HUMPHREYS, Esq.

ADMIRALS IN THE NAVY.—In copying the Report, presented on the 18th ult., by the Committee on Naval Affairs in the House, for the creation of higher grades in the navy, so long and so loudly called for, we take occasion to remark that the number proposed for each of those grades is so very limited that the desired end will not be attained. The whole number is but eight—too insignificant to confer a substantial benefit upon the service, and entirely too small to enable the Department to remedy the evil of having our squadrons on foreign stations commanded by officers of inferior grade.

The appointments are to be made from the highest grade now in the navy—the captains; and it is not to be supposed that those men at the head of the list, who fought so nobly in defence of our flag in the *last war*, will or can be overlooked. Presuming that they would necessarily receive the rewards they have worthily earned by length of service, there is not one of them who has not performed duty enough to exempt him from further calls. If the commands of squadrons are to be conferred on them, it will throw out of view those who are yet in the prime of life, several of whom have already been in commands of this kind.

If the expediency of creating higher grades can be impressed upon Congress, why not authorize at first as many as the wants of the service call for, and not offer an empty title that will prove to be a nullity. This legislating by halves, or in small fractions, is the very curse of our country. It leads us to suppose, and to believe too, that our Statesmen have not penetration enough to comprehend the wants of the country, or courage to assume the responsibility to provide for them. A shrinking from accountability is as great a defect in a statesman, legislator, or politician, as the absence of foresight or general intelligence.

The *smallest* number of Admirals, Vice and Rear, which the navy requires at present, is TWENTY-FIVE; and if that number is authorized, it will just include those captains—called commodores—who have already had, or are now in, command of squadrons. If the difference of pay be an object of consideration, in the eyes of Congress, let that be graduated to the present scale, or to meet the exigencies of the times. It can be changed at pleasure.

Instead of one general, comprehensive plan to embrace the whole navy and give it an organization worthy of the country, we see brought before Congress numerous Bills for one or another particular class of officers or grade. There is one for re-organizing the Department—another for creating Admirals—another fixing the pay of Pursers—an- other for increasing the Marine Corps—each of which will consume as much time in frivolous debating as the whole united.

There is an universal sentiment pervading the country, advanced by men of all parties, in favor of increasing the navy, and although the additional ex-

penditure involved may frighten timid mortals, it will be more than repaid by the protection and security afforded to our commerce, and by the augmented receipts at the Treasury in the shape of import duties.

We do not know that the expression of our opinion will have any weight, but we believe it will be corroborated by a majority of officers, that the navy should consist of :

5 Admirals	100 Assistant Surgeons
10 Vice Admirals	100 Purasers
10 Rear Admirals	50 Chaplains
75 Captains	50 Masters
100 Commanders	30 Master's mates
400 Lieutenants	600 Midshipmen
100 Surgeons	
100 each of Boatswains, Gunners, Carpenters, and Sailmakers.	

The Marine Corps, to correspond, should be of the strength proposed by the Colonel commandant—*i. e.* 3,000 rank and file, with the proportion of officers.

NAVAL PROMOTIONS.—We learn, on good authority, that nominations have recently been submitted to the Senate, of

- 37 Commanders to be Captains;
- 37 Lieutenants to be Commanders;
- 40 Passed Midshipmen to be Lieutenants.

This looks something like putting the navy on a war footing. With respect to an increase of our naval force, public opinion has been for a long time far in advance of legislation. We have not yet seen that print which objects to the largest increase of our navy in commission that has been proposed.

The Naval General Court martial assembled at Baltimore on Monday last, and was organized, all the members appearing except Capt. GREGORY, who was prevented by sickness in his family. He has since been excused, and Capt. JOSEPH SMITH ordered to supply his place.

The case of Lieut. A. G. GORDON was taken up, and on his request postponed until Monday next.

The steamer Missouri has been ordered round to Norfolk, as soon as her equipments shall have been completed. Upon her arrival, she and her sister steamer, the Mississippi, will make a trial of their speed and other qualities in the Chesapeake bay. It is not improbable that they may come up as far as Annapolis, to allow members of Congress an opportunity to examine these modern engines of naval warfare.

PASSENGERS.

CHARLESTON, Feb. 22, per steampacket Gladiator, from Wilmington, Dr B M Byrne, of the army. Per steampacket Wm Seabrook, from Savannah, Dr J M Cuyler, of the army.

SAVANNAH, Feb 21, per steamboat Forester, from St Augustine, Lieut S E Muse, of the army.

St AUGUSTINE, Feb 18, per steamer C Downing, from southern posts, Lieut W H Shover, 3d art'y.

NEW ORLEANS; Feb 18, per steamboat Trident, from Fort Gibson, Lieut T H Porter, of the 4th infy U S A. Feb 20, per steamboat Edward Shippen, from Louisville, Lieut — Johnson, of the army.

LETTERS ADVERTISED.

WASHINGTON, March 1, 1842.

ARMY.—Col James Bankhead, Dr W H Van Buren 4.
NAVY.—Capt S L Breese, [Purser] Horatio Bridge, Lieut Biddle, [Purser] J C Douglass, [P Mid] C E Fleming, Lieut A G Gordon 4, [Purser] J C Holland. Lieut L G Keith, Lieut M Mason, Capt R S Pinckney.

RECEIPTS BY MAIL, &c.

FOR ACCOUNT OF THE ARMY AND NAVY CHRONICLE.

[From 1st to 28th February, 1842, inclusive]

Reading Room, (2) Fort Snelling, 31 Dec. 1842	8,00
Liet. G. Gansevoort, navy, " " 1840	5,00
Col. J. M. Fessenden, Jam. Plains, Mass. on ac't	5,00
Lieut. W. A. Brown *army, 31 Jan. 1843	4,00
Lieut. W. A. Shover, do 31 Dec. 1842	3,00
Lieut. Wm. Root, do " " " 3,00	
Lieat. J. C. Robinson, do 15 April 1843	3,85
James Hall, Cincinnati, 31 Dec. 1842	3,00
Lieut. S. W. Godon, navy, " " " 5,00	
J. J. Deshon, Mt. Vernon, Al. 31 Jan. 1843	4,00
Felix Senae, Mobile, " 15 Aug. 1843	100
Lieut. T. A. Jenkins, navy, on account	2,50
Col. W. G. Minor, Jeff'n city, Mo. 31 Dec. 1842	4,00
E. L. Colcord, Philadelphia, " " " 3,00	
W. H. Hortsman, do 31 Mar. 1843	5,00
D. Gibson, Cadet Mil. Ac. on account	2,00
Thomas Brownell, Master navy, 31 Dec. 1842	3,00
Col. H. Whiting, army, on account	4,00
Daniel Fox, Savannah, do 3,50	
Lieut. G. Barry, army, 31 Dec. 1842	3,00
Post Treasurer, Fort Ham'l'n, N. Y. 20 Feb. 1843	4,00
P. Mid. G. H. Preble, navy, 31 Aug. 1840	5,00
R. G. Campbell, New York, 31 Dec 1842	3,00
W. H. Wigg, Grahamville, S. C. on account	3,00
Capt. J. Mackay, army, do 4,85	
Comm'r S. W. LeCompte, navy, 31 Dec. 1842	2,00

* Also, \$1 each, for Army Registers.

† \$1 " Navy do

‡ \$2 " Army and Navy do

Congressional Document.

INCREASED RANK IN THE NAVY.

HOUSE OF REPRESENTATIVES, FEB. 18, 1842.

Mr. J. C. Clark, from the Committee on Naval Affairs, submitted the following report:

The Committee on Naval Affairs, to whom was referred so much of the report of the Secretary of the Navy accompanying the President's message as relates to increased rank in the navy, report :

That it is a subject of surprise to the committee that this proposed change has not long since been demanded by the public voice. Whatever may have been, at an early period of our history, the national feeling towards our naval establishment, it cannot be denied that, since the late war with Great Britain, it has universally, without distinction of sect or party, been considered the most important arm of our national defence. Its gallant deeds during that war gained for it and the country an imperishable fame. It fought its way into the affections of the American people, and it there remains, and, it is to be hoped, will continue to remain forever enshrined. Having such strong claims on the respect and the patronage of the country, we hazard little in saying, that whatever may

end to add to its respectability and efficiency, will receive the cordial sanction of its citizens. This repeatability and efficiency, in the opinion of your committee, will both be increased by the contemplated change.

As early as the year 1814 the attention of the Senate was called to this subject. A committee of that body, of which Mr. Tait was chairman, made a report (see State Papers, vol. 4, page 324) favorable increased rank.

At that period our navy consisted, and was by law ordered to consist, of four 74's, nine 44's, three 36's, and eight sloops of war, besides brigs and schooners, exclusive of the ships on the lakes and some gun-boats, carrying about thirteen hundred guns. The committee, in their report, say, that "your committee are not aware, nor do they believe, that any nation, possessing a naval force such as the above, is without a grade of officers above that of captain. The nation with whom we are now at war is said to have about one thousand public ships; to command which she has not less than two hundred admirals, of ten different grades, ascending from rear admiral of the blue to the admiral of the fleet. The committee would feel that they had not done justice to the subject committed to them, if they failed to contrast the situation of the army with that of the navy, as respects the scope of promotion of each. The army presents, for the encouragement of an honorable ambition, the high station of major general through ten different grades. Not so with a naval officer. All he can expect is, to be transferred from a smaller to a larger vessel; from a subordinate station to the command of a ship of war. The rapid promotions of late in the army cannot but strongly impress the naval officer with a deep sense of his own confined situation, and of the cheerless prospect before him. Does not justice, then, demand that the range for promotion should be enlarged in our naval establishment? Your committee are of opinion that a discreet policy and a prudent foresight, not less than a just regard to the strong claims of the navy, call for an enlargement of the sphere of promotion. It cannot be long before the navy will be called upon to sail in squadron. The highest attainments in naval tactics should be encouraged. If you expect men to labor for the highest qualifications in their professions, it is necessary to open to them the way to the stations requiring them. The surest means by which you will induce the officers to qualify themselves for an admiral's command, is to create that grade in the navy, thereby requiring in the same act great professional attainments, and offering a reward for them."

The then Secretary of the Navy, Mr. Jones, with the presumed approbation of Mr. Madison, the President, in a communication to the committee, strongly urged the importance of the subject under consideration. He says, (see State Papers, vol 4, page 325,) "that the high character which the American navy has justly acquired, the general sentiment which indicates its rapid increase, and permanency, and the long, faithful, and honorable services which its senior officers have rendered their country, appear to me to justify and call for the appointment of officers of higher grade than that of captain. Love of country, and the laudable desire of honorable fame, are strong excitements to noble actions; but the prospect of progressive promotion, to the highest distinction to which talents, zeal, and valor, may justly aspire, is not, perhaps, less active and stimulating. Captains of long and honorable standing in the navy cannot but contrast the cheerless prospect of promotion in the naval service with the rapid and high distinction to which their military brethren, with equal but not higher pretensions, have attained. The effect of a limited grade, without hope of promotion, is to contract the range of study and professional attainments within the sphere of the command thus limited. Hold out but the prospect of elevated rank and command, and every

officer of talents and worth will aspire to the highest qualifications."

Such were the enlightened and liberal views entertained at that early day by those who had the interests and the honor of the American navy at heart, and in which this committee fully participate. The proposition then submitted was, to establish the grade of rear admiral, without any distinction of flags, leaving the promotions to vice admiral and admiral for future services and an enlarged establishment. That enlargement has, from that period to this, been gradual; and we now have eleven ships of the line, seventeen frigates, (fifteen of the first class,) eighteen sloops of war, two brigs, and nine schooners, besides store and receiving ships.

The disposition of this country is emphatically pacific. Her honor and welfare are best promoted by the arts, pursuits, and employments of peace. Though the committee, looking at the vast interests which must be mutually sacrificed by two of the most commercial nations on earth by war, do not despair of the obtainment of the happy results which may be justly expected to flow from a conciliatory and friendly negotiation, yet they cannot close their eyes to the maxim inscribed by prudence on our policy, "in peace prepare for war." Should a war, most unfortunately and disastrously for the commerce, prosperity, and morals of the two parties, who should vie with each other only in efforts to advance the happiness of the human family, be the result of unsuccessful diplomacy, that war is to be mainly waged upon the ocean. On that element our brave officers and seamen will nobly vindicate, as they have vindicated, the insulted honor of the country.

In anticipation of such an event, the Secretary of the Navy has properly recommended an increase of our naval establishment. To this recommendation, the committee believe, the judgment and the hearts of the American people will favorably respond; and they doubt not that Congress will carry the same into execution, so far as the condition of the Treasury will permit.

If, in 1814, when our navy was in its infancy, higher rank was deemed, by those best calculated to judge of its importance, essential to its well-being, how much more loud does its present condition and its prospective enlargement, demanded by a prudent regard to the happening of events, which our most sincere desire for peace may not prevent, call for the proposed reform!

In the event of a war, we cannot expect that sea fights will be confined to single ships. The experience of the enemy in the late war with Great Britain has taught him the invincibility of American frigates in single encounter. We must be prepared to contest for the mastery of the ocean by opposing fleet to fleet, and attempt, (and with American tars to attempt is to do) to pluck from the brow of the mistress of the ocean the laurels conquered at Trafalgar and the Nile. That an American captain would fight a fleet well the committee doubt not. Our naval history has recorded but two instances of fleet engagements, in both of which the "enemy were ours." These fleets were, however, small, and might well have been under the command of a captain. A large fleet can only be properly and successfully commanded by three different ranks of office. It should have a commander-in-chief, an officer for each division, and a commander of each vessel. Thus officered, regularity, promptitude, order, and efficiency, will follow. No one would seriously propose that an army should take the field with a captain at the head of a brigade, and with regiments commanded by lieutenants. The correctness of such a proposition might, however, be well conceded by any one who believes that fleets may be properly managed, manœuvred, and fought, by captains.

This subject also received the attention of the 15th Congress. On the 29th December, 1819, Smith Thompson, Secretary of the Navy under Mr. Monroe,

in obedience to a resolution of the Senate, reported (see State papers, vol. 4, page 617) in favor of an increased rank. He says: "I would respectfully suggest the propriety of making some additional grades in the rank of naval officers. The rank of captain is now the highest grade in the navy recognised by law; and heretofore, during the infancy of our navy, and whilst we had no vessels of a higher class than frigates, and the number of captains was small, it was, perhaps, as high a grade as the good of the service required. It is, however, believed that, from the addition both to the number and class of our public ships, and from what may reasonably be anticipated to be the situation of our navy in the course of a few years, both justice and policy require some higher grades of office. According to the relative rank, as now established between military and naval officers, a captain of the navy only ranks with a colonel of the army. This is thought to be contrary to sound policy and the good of the service. The importance of rank, both in the military and naval service, will readily occur to all in any way acquainted with either. It is, therefore respectfully recommended that the grades of commodore and rear admiral be established by law. This, it is confidently believed, would essentially contribute, if it is not absolutely necessary, to due subordination and discipline.

"In a fleet or squadron, when the different vessels may be commanded by officers of the same grade, and their relative rank, and even that of the commander, known only by the dates of their commissions, there will not be that respect and subordination observed, that are essential to order and harmony." He further adds: "the establishment of these grades is considered so essential to the prosperity of the navy, that it is an object deserving attention, should there be no additional compensation allowed."

Again, to the 17th Congress, in obedience to a resolution of the House, President Monroe transmitted a report of the same Secretary, in which he repeats substantially what he had urged in his former report.—The Secretary also transmitted a bill providing for the creation of one rear admiral and five commodores.

Since the date of Mr. Thompson's first report, the assimilated rank of officers in the land and sea service has been changed and improved. Now, as then, a captain with a commission not older than ten years ranks with a colonel. But now he ascends in the scale of assimilated rank, as his commission improves in years. Captains holding commissions of more than ten years' date, and under fifteen, rank with brigadier generals; all over fifteen years rank with major generals. But the objection to a want of actual and positive rank still remains.

In January, 1824, Mr. Monroe again called the attention of Congress to the report of the Secretary of the Navy, Mr. Southard, than whom the navy has not had a warmer friend. That report (see State Papers, vol. 4, p. 908,) says: "We have no rank above that of captain. The proposed organization gives three higher grades. It is not supposed proper to furnish with minuteness, in this report, the whole argument in favor of this increase, as if it were a new question. It has been frequently presented to the public consideration. The experience of all nations, both in land and naval forces, has led to the same result in relation to it. No one has ever been able to command her armies or her fleets by captains; and our experience does not justify us in believing that our success in such an experiment will be greater. Rank is necessary to enforce discipline. The orders of a superior are always more readily obeyed than those of an equal in grade. Rank is equally necessary to ensure the science required to command an extensive force, which differs from, and is of much higher character than that which is competent to the command of a single vessel. The desire also to reach the higher rank will create, strenuous exertion to acquire the information which is suited to it, and ope-

rate extensively on the general character of the whole corps. If you would induce your officers to prepare themselves for any service, you must present to them the certainty of having that service, to perform; and that their duty and honor will equally demand that they perform it well. It is no reproach to them to say, that very few now are, and, with our present system, very few ever will be, fitted to command our fleets successfully against a powerful and skilful adversary; and it is earnestly to be hoped, that such an arrangement will be adopted as to furnish all grades with such opportunities for improvement, and such excitements to exertion, as will prevent our future experience on this point from being calamitous.—The increase of rank will also obviate some causes of irritation in the intercourse of our officers with those of other nations, the least powerful of whom have higher grades than we have; and they universally claim honors and precedence according to rank. This must either be yielded, or intercourse with them suspended. To the first, the individual and national pride of our seamen cannot and ought not to assent, and the latter is productive of unfriendly feelings.—This inconvenience will be greatly augmented, and our naval reputation may suffer severely from this cause, should our vessels have occasion to co-operate with those of any other nation. In such cases rank must be respected. Our officers, for want of it, may always be subordinate, our fleets, no matter what their power, be subject to the orders of others, though commanding a very inferior force, and our reputation be placed where it might not always be safe." He further says: "The expense of the proposed increase of rank, compared with its advantages, is trivial.—Public expenditure is always to be measured by the public advantage resulting from it; and if six or seven hundred officers can be excited to useful exertion, discipline and efficiency increased, causes of irritation with other nations and mortification to ourselves diminished, such an expenditure will be found to be true economy."

In the justness and soundness of these remarks the committee fully concur.

Although it is the policy of this country to cultivate friendly relations with all nations, and to have "entangling alliances with none," yet the time may come when it would be highly proper that our fleets should co-operate with those of other nations. In such an event, the embarrassments indicated in the report of Mr. Southard will be experienced.

In considering this subject, the difficulty of settling matters of official etiquette between our officers and those of other Powers, when meeting on the sea or in foreign ports, the firing of salutes, the interchange of civilities—all growing out of a difference of rank—may well be taken into the account. Our brave and chivalrous seamen should not be placed in any position where their feelings may be wounded, much less where the national honor may, in the least degree, be insulted or slighted in their persons.

In December, 1830, Mr. Branch, Secretary of the Navy under General Jackson, in his annual report, calls the attention of Congress and the country to the same subject. His suggestions and remarks are made in language and spirit so closely resembling those already quoted from, that extracts from them are deemed unnecessary.

In 1836, the subject was again before Congress.—Mr. Southard, chairman of the Committee on Naval Affairs in the Senate, prompted by those warm feelings of attachment to the honor and efficiency of the service for which he has ever been distinguished, on the 12th of April, in that year, reported a bill for the organization of the navy of the United States. The bill proposed the establishing of the grades of Admiral, vice admiral, rear admiral, and commodore. The bill was amended and passed to a third reading, June 24. By it, one admiral, one vice admiral, and three rear admirals, were created.

It is thus seen that, for a period of nearly thirty years, from 1814 to the present time, the importance of increased rank in the navy has been, almost without interruption, urged upon the attention of Congress.

The very able manner in which the subject has been treated by the present Secretary of the Navy, in his recent annual report, has left but little for the committee to say. If the reasons urged by him fail to produce a conviction of the importance and necessity of the proposed improvement, the committee fear that all their efforts to produce such conviction will be unavailing.

That there is in the minds of the American people an aversion almost instinctive, to any thing savoring of titles and nobility, is as true as it is creditable to their republican simplicity. Our fathers gave proof of their dislike to honorary distinctions, whether inherited or conferred by the supreme power. Hence they made it a part of the fundamental law, that "no title of nobility should be granted by the United States." They had seen titles conferred without merit, and worn without honor—given, not as the rewards of brave and virtuous deeds, but as bribes to the venal and corrupt. They had seen men ennobled, so far as parchment bearing the regal seal could enoble them, whose

"blood

Had crept through scoundrels ever since the flood." Hence their horror of lords, dukes, and barons.

But neither they had, nor can their descendants, however democratic in their feelings, have, any well grounded objections to these distinctions and grades, so essentially necessary to the discipline and efficiency of our army and navy, and which are conferred, not at the pleasure of royalty, for the purpose of giving strength to the throne, but by a free and generous people, as the rewards of faithfulness and suffering, of talents devoted to the country, and often of blood shed in its defence. We derive our rank of general from the father land. Those who would object to the rank of admiral should, to be consistent, move to expunge from our statute book the title of general.

But the committee will not insult the good sense of the American people by supposing that they will lose sight of substance and sense, in pursuit of shadow and sound. Having adopted the rank of general as republican, they cannot repudiate that of admiral, as aristocratic. They are both derived from a common source; both are indicative of the highest commands on different elements, and both are essential to the successful prosecution of military and naval wars.

If, at the close of the late war with Great Britain, it had been submitted to the American people to decide this question of rank, with the deeds of noble daring of a Stewart, Hull, Perry, Lawrence, McDouough, and others, having equal claims to renown, fresh in their memories, can it be doubted that they would most gladly have conferred upon them and their gallant compaers the highest grades of promotion known to any service? But time has neither weakened the force of the gratitude of the people, nor the strength of the claims to preferment of the surviving officers. Many yet live, "dragging their slow length along" the almost hopeless path to preferment. Something should be done to infuse new life and vigor into the service. To effect this, increase of rank will, in the opinion of the committee, be a powerful auxiliary. The moment the triangular pennant at the topgallantmast head gives place to the rectangular flag, sparkling with the stars of our Union, the new admiral will walk his quarter deck with firmer tread, and feel that his country has imposed upon him additional obligations to fight her battles to the death. With a firmness of purpose, never to be shaken, he will renew the pledge, which every officer worthy the American navy has given, and

which he will not fail to redeem, "never to give up the ship."

In the absence of rank established by law, it is found necessary to resort to fiction to attain it, so necessary is it considered to the order, discipline, and efficiency of the service. For such purposes, and for the purpose of assimilating, in some degree, our grades to those of other maritime Powers, we confer the title of commodore upon any officer commanding a squadron. But this is a mere title by courtesy. Why not make it, or something equivalent to it, at once a substantial matter-of-right rank, known as well to law as to usage? In our naval intercourse with the nations of the old world, we must act in reference to a long-established order of things. As a single insulated maritime community, we cannot set up for reformers, and reverse the rules which the experience of centuries has established for the Government of the navies of the European kingdoms. With their navies our navy must have intercourse. They will often be in contact, if not in collision; and it is our duty to place the American officer in a position where such intercourse may be conducted on the principles of mutual courtesy and reciprocal respect. An officer commanding an American fleet should feel the proud dignity of his station, and that he has no superior, save his God and the authorities of his own Government.

The committee ask to be indulged in one more reference. The Secretary of the Navy, in December, 1827, said: "In no service, either of the army or navy, in any age or nation, has a force such as we now send to sea, in squadrons, been commanded by captains; and perfect subordination and discipline, without which there can be neither efficiency nor economy cannot prevail, unless so large a force has commanders of a proper grade. Rank is as indispensable in the navy as in the army, and equal justice to the officers calls for the establishment of a higher grade. Several of those upon our list of captains have been such for more than a quarter of a century, have commanded forces superior to those commanded by generals on land, have borne themselves as gallantly, and done the State as much service as their military rivals on shore; yet they are still captains, and with the compensation of captains—while their patriotic competitors, with a service less protracted, and not more energetic or deserving, are rewarded, by a just and wise Government, with higher rank and fuller compensation."

Since the above was written, partial justice has been meted out to the officers in the navy by an increase of their pay. But they still complain, and justly complain, of the great inequality in point of rank existing between the land and naval services. While comparing ages and periods of service with those of the officers in the land service, the captains and commanders of the navy have abundant cause, in anguish of spirit, to say, "save us from our friends." By a reference to the Navy Register, and to a tabular statement taken therefrom, annexed, it will be seen that there are sixty-eight captains, who average a period of service, in different grades, of more than thirty-six years; thirty-one first on the list average thirty-nine years; eighteen, forty-one years; seven, forty-three and a half years; and three, forty-four years. By assuming that they entered into the service at an average age of sixteen years, the average ages of all the captains are fifty-two years. of thirty-one, fifty-five years; of eighteen, fifty-seven years; of seven, fifty-nine and a half years; and of three, sixty years.

How much longer must these gallant men wait the tardy approach of justice? How much longer must they be compelled to draw comparisons, so painful to them, between their own rank, ages, and services, and those of the officers of the army? Why are they doomed to witness the odious distinction, which confers the ranks of colonel, brigadier general, and major

general, on their juniors in age and periods of service? Why should Barron, Stewart, and Hull, (the first of whom has been a captain for forty-three years and the two last for thirty-six years,) still be only captains, and Scott, Gaines, and Wool, be generals? All are equally brave, equally patriotic—all have equal claims upon the gratitude of their country—all have perilled life in defence of her honor; but the former remain in the same rank which they have occupied for nearly half a century.

It may be said, as it has been said, that inasmuch as the grade of captain is the highest known to our law, foreign Governments are bound to take notice of the fact, and to place our captains on a level with their admirals. But why demand that others abroad should recognize a rank which we do not recognise at home? An American captain commanding a squadron, meets an equal in rank in a captain commanding a British frigate. They meet again. In the mean time, the British captain has hoisted his broad pennant as an admiral. In vain will the American officer demand of the new-made admiral the respect which he claims to be due to his triangular bunting. The answer to the demand will be, the usage, which is the law of maritime nations has established different grades in the naval services of the world, indicated by different insignia, appropriate to the respective grades; neither your commission nor your flag can claim any honors higher than those due to a captain. Whenever your own Government will recognize you as my equal in rank, it will in time, to exact the respect and salutations due from equals to equals. But until then, until your nation shall conform to the universal customs and time-honored usages of the ocean, you must be content to fellowship with a grade corresponding to your own.

Another advantage which the army officer enjoys over the navy officer is that conferred by brevet rank. For signal services and gallant conduct in battle, this rank is very properly bestowed. The youthful captain, careless of danger and panting for fame, rushes to the "imminent deadly breach." He leaps the ramparts, and plucks from its staff the flag of the enemy. For this, an additional epaulet adorns his shoulders. He has conquered a majority by brevet, and accedes to its honors and emoluments. Not so with the navy officer; "once a captain, always a captain," is held out to him, as it to dampen his ardor, and weigh down his aspiring spirit. Perry, whose memory will be dear to Americans so long as they shall admire gallantry and heroism, in a battle fought with a skill and desperation never surpassed, covered himself and his country with glory. Be received from Congress, what he had nobly won, its thanks, a gold medal, and five thousand dollars in addition to his share of the prize money. But Perry lived and died a captain! McDonough, who conferred on the 11th of September an immortality as glorious as that conferred by Perry on the 10th of the same month, was honored also with the thanks of Congress and a medal. But no brevet or other rank was the result of his skill and prowess. Warrington, who has been in the service forty-two years, and twenty-eight years a captain, added a fresh laurel to the naval garland of the country by the capture of the *Epervier*, and received the thanks of Congress. But thanks are cheap, and Warrington is a captain still. Blakeley captured the *Reindeer*, and Burrows the *Boxer*; and, had they lived, they would have swelled the list of hopeless captaincies. Thanks and medals were given to the conquerors of the *Cyane* and *Levant*, the *Guerriere*, *Macedonian*, *Java*, *Frolic*, *Peacock*, and *Penguin*. Decatur, Bainbridge, and Lawrence, three of these conquerors, whose names would have been ennobled in any other country, sleep the sleep of the brave, and their monuments inform the passer by, that a captaincy was the highest title with which the living could be honored, or the memory of the dead be graced. Stewart, Hull, Jones, and Biddle, still live

in the grateful recollections of their countrymen—the wo first captains of thirty-six years' standing, the third a captain of twenty-nine years, and the last a captain of twenty-seven years' standing. In the ordinary course of events, they will soon join their brave companions in glory, who have preceded them in the march of death. Will not Congress seize upon the present moment, and, before the tomb shall close upon them forever, do justice, if not to them, at least to the service to which they are so warmly attached, and for the honor of which their lives would be offered up a cheerful sacrifice.

In the army there are not less than twelve brevet brigadier generals, nearly all of whom entered the service as captains or first lieutenants. Their average periods of service are thirty-six years, being a fraction less than that of the sixty-eight captains in the navy. With the exception of three, these navy captains have worked up and fought up from the rank of midshipmen. Here is another glaring inequality in the two services. The land officer often starts at once a captain, and moves on with rapid strides, to the highest grades and honors of the army. But, from the most humble beginnings, the naval officer patiently undergoes the fatigue, drudgery, and study, of all the inferior grades, so necessary to fit him for the first honors of the service, and old age finds him, where a lieutenancy left him, many removes in the rear of his more successful compatriots in the army.

The committee have, therefore, come to the conclusion, that both the good of the service and justice to the officers demand the establishment of increased grades. The increased expense can furnish no sound objection, when the importance of the improvement is taken into the account. Indeed, the committee propose a rate of compensation differing so slightly from the present rates of pay of captains, that it is believed the most rigid economist will not object on that account. The committee recommend the establishment of three additional grades or ranks—those of admiral, vice admiral, and rear admiral, and to fix their pay as follows:

The admiral, at all times, in service, - - - - -	\$5,000 per annum.
When on leave, or waiting orders, - - - - -	4,000 "
This is but \$500 more than the present pay of the senior captain.	
The vice admiral, at all times, in service, - - - - -	\$4,500 per annum.
When on leave, or waiting orders, - - - - -	
3,500 "	
This is the same as now allowed to the senior captain.	
The rear admiral, at all times, in service, - - - - -	\$4,250 per annum.
This is but \$250 more than is now allowed to captains of squadrons.	
When on leave, or waiting orders, - - - - -	
\$3,000 per annum.	

This is but \$500 more than is now allowed to captains waiting orders, &c.; making, in the first instance, an additional expense of but \$1,750. It is proposed to abolish the pay of the senior captain, as such, and place all the captains, except captains of squadrons, on the same pay.

Should the list of captains, after the appointment of admirals from it, be filled up, then the slight difference of pay between commanders and captains, and between commanders and lieutenants, in the event of advancing the latter to supply the places of the former, advanced to captaincies, will constitute the only additional expense.

The committee, therefore, ask leave to report a bill. [The bill is published under the head of Congress, page 102.]

Intelligence.**FLORIDA WAR.**

Extract of a letter received in St. Augustine, dated

"FORT KING, E. F. Feb. 14, 1842.

"This evening, two Companies of the 8th Infantry will arrive at this Post, out six days from Tampa Bay, distant 100 miles. An Express arrived from them last night, bringing the news of their being *attacked* by Indians on their march here, at the Wahoo Swamp. One Sergeant and one private killed.—There were no doubt plenty of red skins, to attack two large Companies. Strong symptoms of the *war* all over Florida, when they now hunt up our Troops for a fight. The two Companies proceed from here to St. Augustine: I think this Regiment (the 8th) is to relieve the 3d Artillery. Col. Worth is reported to be as far as Cedar Keys or Fort Fanning, on his way to St. Augustine, there to make his summer Head Quarters.

"P. S.—Since writing the above, the Companies have arrived here, one of them goes to Pilatka, the other to St. Augustine. The private mentioned as killed, is not; but his body is so well pierced with balls that there is very little probability of his recovering. The balance of the Regiment, it is said, will be here on their way to the coast. Two Companies are now either at Dallas or Fort Pierce."

From the Savannah Georgian, Feb. 22.

By the arrival last evening, of the steamer *Forester*, Capt. Chase, the editors of the *Georgian* have received from the editor of the *St. Augustine News* that paper of Saturday last.

We make the subjoined extracts.

A letter from Fort King published in the *News* which notices the attack at Wahoo swamp, upon the two companies, when one Sergeant was killed, and a private badly wounded, says that the private has his body so well pierced with balls that there is every little probability of his recovering.

From the St. Augustine News, 19th inst.

ARMY MOVEMENTS.—LATEST FROM SOUTHERN FLORIDA.—By a gentleman direct from the Southern Posts arrived yesterday in steamer *C. Downing*, we gather the following intelligence.

The post at Lauderdale, was abandoned on the 14th inst. and the troops of the 3d artillery, stationed there, under the command of Major Childs proceeded direct to New Smyrna—from thence they are to march in three columns to scour the country between Smyrna and Volusia, and finally to concentrate on Volusia.

Capt. Vinton, from Fort Pierce, will reach Smyrna in boats, up Indian river lagoon. Capt. Wright of the 8th infantry, with mounted men and foot, will co-operate immediately with the Navy, on the Kissimee and Tohoopkalika. All the troops were to be in the field on the 18th inst. and thus the whole face of the country will be thoroughly examined.

The conduct and perseverance of Major Childs, and the repeated and brilliant success of his Regiment, in the capture of Indians, lead us to anticipate favorable—may we not hope final—results from the contemplated movements; met, as they doubtless will be, by corresponding movements on the part of Col. Worth, advancing from the Tampa side. *Sam Jones, Tigertail, and Haleck-Tuslenugge*, surrounded on all sides, and pressed in every direction, will be mighty apt to get into a "tight place any way they can fix it."

Col. Worth it is said, will establish his Head Quarters at Pilatka.

NAVY EXPEDITION.—We learn from a gentleman from the South, that the navy force, destined for the Everglades, commanded by Lieut. Rodgers, embark-

ed at Fort Dallas, in canoes, on the 13th inst. taking the inland passages. They are to concentrate at a point between the Okachobee and Callosahatchie, whence they will scour the Everglades, for Indians. Success attend those gallant sailors and marines. This branch of the service has hitherto contributed efficient aid, in the offensive operations against the enemy.

VISIT TO CAPE FLORIDA.—A party of our citizens, and gentlemen from the North, returned yesterday in the steamer *C. Downing*, from a visit to Cape Florida, and intervening stations. The weather and the trip proved delightful, and they feasted on Indian river oysters, conchshell, and king-fish, of their own catching, and gathered fine cape limes, and tropical plants and trees. Through the prompt and generous attention of Lieut. Sloan, of the U. S. Marines, commanding the naval station at Fort Dallas, the party were gratified with the unexpected pleasure of an excursion to the Everglades—ascending the Miami river in canoes, towed through "the rapids" by marines, to the head of the falls.

They describe the scenery of the river Falls and Everglades, as most interesting and picturesque.—The fall at "the rapids" is ten feet, and the whole descent of the river from the Everglades to the sea or Keybiscayne bay, (a distance of five or six miles,) is estimated at 25 to 30 feet. So that the Everglades are many feet above the level of the sea, into which they empty their copious stream of fresh, pure water. Whence do these immense bodies of fresh water originate? Who can solve this curious mystery of nature.

Col. Gates left here on Wednesday last for Pilatka; from thence he will proceed with his command to Pensacola, his future station.

FROM NEW SMYRNA.—By the arrival yesterday evening of the steamers *W. Gaston*, and *W. S. Harney*, we learn that an Indian, who was brought around from Tampa, as a guide, attempted to make his escape at New Smyrna, and was wounded by the sentinel.

Capt. Wade, 3d artillery, Lieut. Brown, 8th infantry, and Dr. Emerson, came passengers in the steamer *Harney*. Also, the sick of the 3d artillery and 8th Infantry.

From the Madisonian.

U. S. SHIP YORKTOWN,
Mazallan, December 15th, 1841.

Sir:—I have the honor to report my arrival at this place on the 8th instant, last from Monterey. In my report from the Sandwich Islands, where I arrived on the 9th of October, I informed the Department of my movements and operations up to that date, but as it is probable this letter may reach Washington before that, it may not be amiss to repeat here, that previous to our arrival at the Sandwich Islands, we had visited the Marquesas, and Society Islands and New Zealand. That we had the small pox on board, by which we lost one man, and were prevented touching at other places from an apprehension of communicating that horrible disease to the helpless natives.

We sailed from the Sandwich Islands on the 6th November—during our stay there about thirty of our whalers arrived at the group, nearly all of what they term the Japan fleet. Their success for the season had been generally good, and nothing of an unpleasant nature, worthy of notice, had occurred with any—nor are they likely to have difficulties, unless of their own creation, at the Sandwich Islands, as from the very friendly and obliging disposition manifested on all occasions by the king and principal chiefs towards Americans, I feel confident that so long as our countrymen conduct themselves properly, they will have no just cause for complaint against the native authorities. As evidence of this, some complaints

from vessels at Maui, against the conduct of the local authorities, there, having reached me at Oahu, I determined to visit this place; and the king, on my invitation, readily took passage with me in order that we might investigate the matter together. This we did, and in a few hours after our arrival, the affair was satisfactorily adjusted; our countrymen had been the aggressors.

In Upper California every thing appears to be settled and quiet. From all the information I was able to obtain, the citizens of the United States residing there have been respected and protected by the authorities of the place, since the unfortunate occurrence of April, 1840; and I received assurances from the acting Governor of the Department that he should, in conformity with the orders he has received from the Government of Mexico, cause them to be regarded and treated in all respects like native citizens of the country.

On this coast nothing of particular interest has recently occurred.

Having now visited all the principal places in this sea, resorted to by our whalers for refreshments, repairs, &c., I shall leave this place on to-morrow, or next day, for the coasts of Chili and Peru, where it will be necessary to give my rigging and sails a thorough overhauling after their long wear and tear, as by the time we arrive at Callao, we shall have been ten months under sail since we left Norfolk in December last.

It gives me pleasure to add that we enjoy good health at present, and have lost no one since the death by small pox.

I have the honor to be, sir, very respectfully, your obedient servant,

J. H. AULICK, Com'dt.

The Hon. SECRETARY OF THE NAVY,
Washington, D. C.

*Extract of a letter from Lieutenant Charles Wilkes
Com'dt of the Exploring Expedition, dated at San
Francisco, Upper California, 31st October, 1841 ad-
dressed to the Hon. Secretary of the Navy.*

"It becomes my pleasing duty to make known to the Government, previous to leaving the north-west coast of America, the strong obligations we feel for the many kind attentions and civilities which we have received from John McLaughlin, Esq. chief factor of the Honorable Hudson's Bay Company at Fort Vancouver, and to all the officers of the Honorable Company with whom we have had intercourse, in the prosecution of the duties, in the Oregon Territory required by my instructions. These gentlemen have done every thing to facilitate our operations by the prompt attention and liberal supplies rendered the officers and crew of the late U. S. ship Peacock, on the occasion of her wreck on the bar of the Columbia: and also in the outfit of the U. S. brig Oregon (late brig Thomas Perkins,) for which I view the Expedition greatly indebted, having enabled me to carry my instructions more promptly and fully into effect.

A NAVAL LYCEUM.—We are happy to learn that a plan is in contemplation to form a naval Lyceum, at this naval station. Preliminary meetings of officers and citizens have already been held—and the organization of the institution will soon take place. The design of this lyceum is, of course, of a strictly literary and scientific character—and will comprehend a library, cabinet of curiosities, models of naval architecture, &c., &c.—The benefits which will accrue from such an institution must be obvious to every one, and officers and citizens in this vicinity will be allowed to avail themselves of the privileges of the Lyceum, by being admitted members. In New York, an institution of this character was established several

years ago. It has proved of great service to the naval community, and is now in a flourishing condition—and it is perhaps remarkable, that an institution of a similar character should not have been long ere this established on this station. A suitable room for the library and cabinet is provided at the navy yard.

This is a subject in which all persons who are friendly to our gallant navy, must feel a deep interest. They will gladly aid in establishing a lyceum on a respectable and firm foundation—which will be a guarantee of its future usefulness—and we look forward to the time, and that too at no distant day, when the naval lyceum on this station will possess a library commensurate with the important object which it is designed to accomplish—and, being ranked among the most valuable of our literary institutions, will reflect honor on the navy, and on the citizens of Boston and vicinity, who aided our officers in bringing it into life.

—*Boston Mercantile Journal.*

DISASTERS AT SEA DURING THE FOURTEEN MONTHS ENDING WITH DECEMBER, 1841.—This record has been delayed until the present month, that a complete list of vessels lost up to the close of the year 1841, might be compiled.—The vessels and lives known to be lost are only enumerated.

Many wrecks have been seen at sea, the fate of whose crews it is feared will never be known. Nearly all have been wrecked on the coast of the United States, and are as follows:

Ships	-	-	-	68
Barques	-	-	-	47
Brigs	-	-	-	130
Schooners	-	-	-	246
Sloops	-	-	-	21
Steamboats	-	-	-	5
Unknown	-	-	-	40
Total				557

Of this number there were of English vessels, viz :

Ships	-	-	-	22
Barques	-	-	-	16
Brigs	-	-	-	41
Schooners	-	-	-	15
Total				94

Connected with the above, the number of lives ascertained to be lost is 650. In addition to this melancholy list, there has been reported 28 missing vessels, the whole of which, it is feared, have gone down to the caverns of the deep, with all on board. How important that every opportunity should be improved to warn and exhort a class of men, who may be in our midst to-day, and in eternity to-morrow.

It has been ascertained, from an average of many years, that the number of merchantmen wrecked annually on the coast of England, amounts to upwards of *five hundred*, and the value of property lost is *three millions sterling*.—*Sailor's Magazine for February.*

THE LOSS OF THE PEACOCK, so well related in the letter today from the Brooklyn Star, recalls, by the contrast in results, that of the French frigate *Medusa*, wrecked several years ago off the coast of Africa.

In the American ship, we find calmness, energy, self-possession, and entire subordination, preserved, under most trying and dangerous circumstances. No confusion, no intoxication, and, by consequence, the safety of all on board—the gallant commander the last to leave his wrecked ship.

In the case of the French frigate, there was great loss of life, and scenes on the raft to which the survivors were obliged to resort, that exceeded in horror all previous accounts of shipwrecks.

Insubordination and intoxication caused the whole —*New York American.*

From the New Bedford Mercury.

MONTEREY, UPPER CALIFORNIA, SEPT. 30, 1841.—The U. S. ship *Vincennes*, of the Exploring Expedition, arrived in San Francisco in August last. Her boats have been nearly 300 miles up the river, surveying; the officers speak in the highest terms of the country. The Porpoise and Flying Fish are expected daily from the Columbia. The Expedition will sail from San Francisco about the end of October, homeward bound, via the Sandwich Islands and the East Indies, and will probably arrive in the U. S. in May or June next.

California must in time become a place of vast importance, the land, harbors and climate, being the best in the world; San Francisco being the very best. Should John Bull obtain this country, the owners of American whalers may bid farewell to their ships in the Pacific, in case of war between England and America.

The English Hudson Bay Company, settled at the Columbia, whose proper business is taking furs, have so far extended their projects as to build saw mills and supply the Sandwich Islands with lumber.

They have entered into a treaty with Russian companies in the Pacific to supply them with provisions and goods of every description; a trade which was formerly enjoyed by Americans, a house in Boston having been largely interested. The Hudson Bay company have now purchased houses and stores at San Francisco to furnish the country with English goods. Recently New England goods were chiefly used from Boston direct, or via Callao or Mazatlan.

When the strife of political excitement shall have subsided in America, government may perhaps find time and inclination to see what the English are doing in this part of the world. A few members of Congress may talk about these matters, while England is saying but little, yet thinking intensely.

Yours, &c.

NAVY.

ORDERS.

22—Mid W R Mercer, order to rec ship, N York, revoked.
 24—Lieut W S Swann, leave 3 mo's having returned by order from coast of Brazil.
 Mid E Higgins, J S Taylor, naval school, Phila.
 25—Surgeon A A Ade, leave 3 mos having returned from duty on coast of Brazil.
 26—Comm'r J Gwinn, det'd from navy yard, Phila.
 Comm'r F Engle, navy yard, Philadelphia.
 Comm'r J Marston, leave 3 mos having returned from duty on coast of Brazil.
 Lieut J W Cooke, to join ship Ontario at New Orleans.
 Lieut S Larkin, frigate Columbia, Boston.
 Lieut E S Shubrick, Charleston S C station.
 Mid J M Wainwright, receiving ship, N York.

Naval Intelligence.

HOME SQUADRON.—Ship Falmouth Comm'r McIntosh, arrived at Norfolk on Tuesday last, and exchanged salutes with the *Pennsylvania*.

The Falmouth has been out nine days at sea, having left New York on the 14th inst. She has entered our port for the purpose of refitting, having experienced a constant succession of heavy gales, accompanied by hail, rain and snow, since their departure from New York. She is short handed and has but a weak and inefficient crew, which has been still more reduced by an unusually large sick list, and excessive fatigue the men have undergone.

While laying to in a tremendous gale on Wednesday morning last, she split her main topsail, stove in her forward hammock nettings, sprung her mizen trysail mast, and slackened up her lower rigging to such a degree, as to render her entrance into port a matter of

urgent necessity. At one period, indeed, she was completely sheathed in ice from her trucks to her water line. We are happy, however, to state, that she has proved herself a first rate sea boat, and that she sails and works remarkably well. During the severest weather, and while a tremendous sea was running, she shipped no water but such as rolled in over her lee hammock netting.—*Norfolk Beacon*.

REVENUE CUTTERS.—Woodbury, Capt. Nones, sailed from Havana for New Orleans on the 10th Feb.

MARRIAGE.

In New York, on the 24th Feb, Lieut HENRY D GRAFTON, of the U S army, to REBECCA J H, daughter of the late Capt EDWARD TRENCHARD, of the U S navy.

DEATHS.

On board the U S ship *Pennsylvania*, Norfolk, on Friday last, DANIEL CASWELL, carpenter U S navy.

From the National Intelligencer.

Died, at New York, on the 19th instant, Lieut. FRANKLIN CLINTON, of the United States navy, youngest son of the Governor De WITT CLINTON.

The death of this noble and generous young officer will be, to his family and numerous friends, an event which has long been looked for, as for years he has been suffering from a disease from which there was scarcely a possibility of recovery, and his death may be looked to as a merciful dispensation. He was a noble scion from a noble stock; who wherever he was known commanded respect, and, by his large circle of naval friends, he was truly beloved. His career in the navy was short and brilliant; so long as his health permitted, he was ever upon active duty, and his ambition was to perform that duty well. For years he had suffered from asthma, and, as the immediate cause of that disease strongly portrays his character, we will repeat it here. He was the youngest and favorite son of Governor C., and, until he entered the navy, was his constant companion. When about twelve years of age, his father gave a large dinner party in Albany, and, after dinner, the party, including Frank, embarked in a beautiful boat which the Governor had just received as a present, to take a pull on the Hudson. The evening was lovely, and the party remained upon the water enjoying their conversation and wine until after dark. One of the party asked F. to jump into the river, which was of course declined, and produced a hearty laugh at his expense, they then dared him to jump in, and said he was afraid. No sooner was the word "fear" mentioned than our young hero was overboard. He was unable to swim, the current was rapid, and in consequence of the darkness it was some time before he was brought on board by one of the boatmen; and, as he was kept a long time in his cold, wet clothes, he was very unwell when he reached home. Asthma followed, and it laid the foundation of phthisis, of which he died.

He selected the navy, as he was fond of active life his sphere of action; but, having been kept eleven years in the grade of Midshipman, his ambitious and spring spirit suffered much from "hope deferred." He at one time carried on a controversy in the Army and Navy Chronicle, with much ability, upon the propriety of officers of the Government taking an active part in the politics of the country; in which he maintained their right to do so, although his opponents were two very able and distinguished gentlemen. He claimed the right of suffrage as the Magna Charta of American liberty, and none should exercise it more fearlessly than those who supported it at the cannon's mouth.

His sun, however, has set, and may it ever rest in peace. We who knew him well, will ever remember FRANKLIN CLINTON as the elegant gentleman, the accomplished officer, a man of the greatest delicacy of feeling, and of the finest sense of honesty, honor, and we are happy to know that he died a Christian. F.

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